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"UNTO THE LEAST OF THESE"

In the cities of America the "Volunteers" and the "Salvation Army" are doing a great work. This work is felt not only so far as concerns general religious effort, as it is popularly understood, but also in the really broader field of charity. The members of these organizations exert influence in places that are not readily reached by any other religious worker. They discover poverty that but for them would remain undiscovered. They relieve distress that but for them would not be relieved. They provide succor to the unfortunate that but for them would be unprovided. Their arm should be sustained.

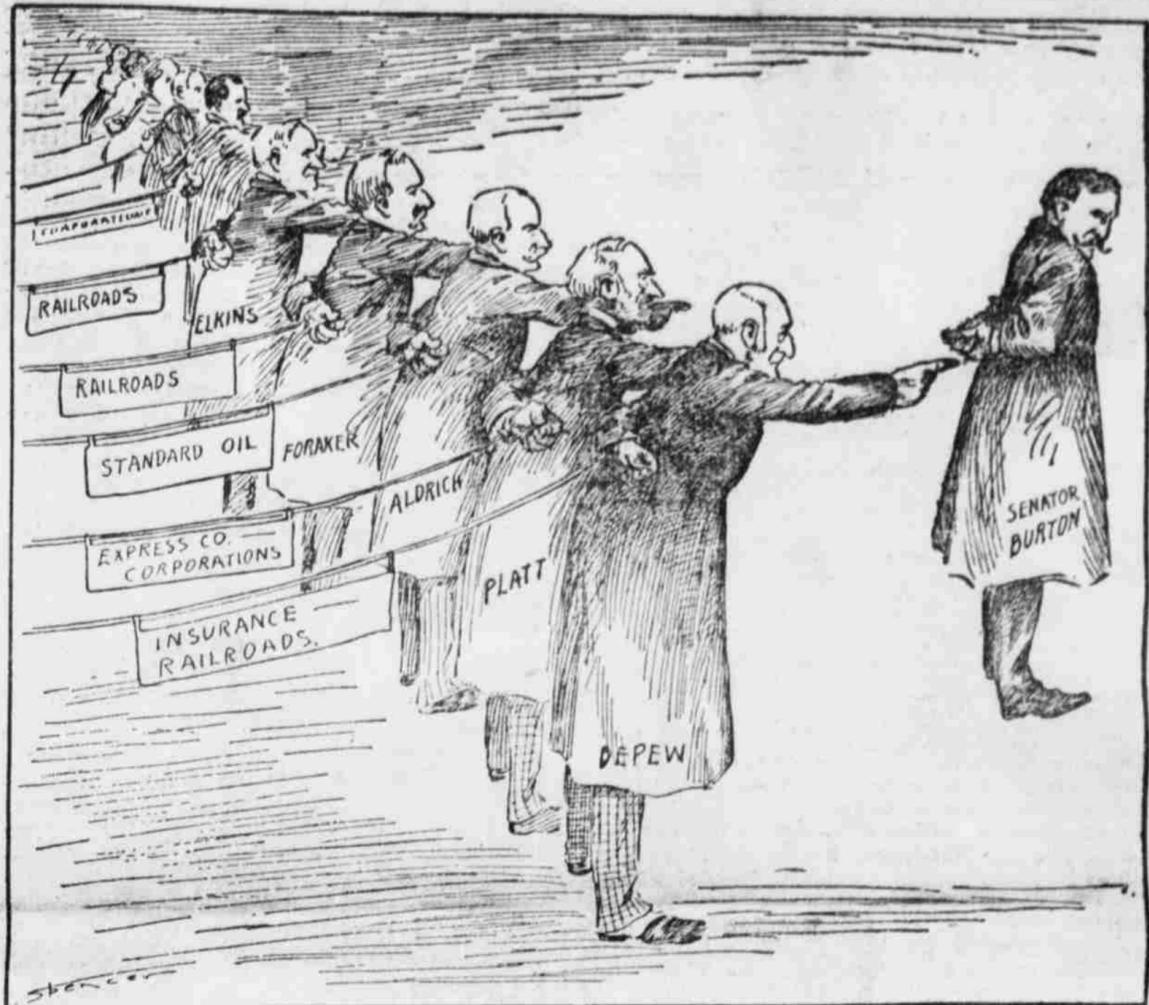
A writer once said of Jane Addams, the well known Chicago woman, whose life is devoted to good works, that he wanted to die on the day that Jane Addams died. The reason was that, in his opinion, the gates of heaven would open so wide to receive Jane Addams that a whole lot of inferior bystanders could slip through.

It would be well for many of us if we could die upon the day when some of these humble Salvation Army or Volunteer people go to their reward. They may have been ignored and spurned on the streets of a busy city. Some may have condemned them for their noisy demonstrations. Some may have sneered at them for their peculiarities. But those who are in a position to know the work they have done and the work they are doing, would deem it a privilege to walk up to the pearly gates in the company of some of those fine soldiers of the cross. The father of "Little Breeches," explaining how his child, lost on a winter night, happened to be cuddled up among a flock of sheep as warm and safe as though he were in his own home, said that "angels" did it; and then he added: "I think that taking a little child and bringing him to his own, is a darn sight better business than loafing around the throne."

The best form of prayer and of worship is in making provision for the poor and needy, in making life easier for those whose lives are full of sorrow.

The best of all kind of deeds is that which contributes to the happiness of the aged who imagine themselves deserted, or which adds to the joy of the children of the poor who are deprived of pleasures in which little ones most delight.

The best kind of religion is that where love and kindness to the weak and unfortunate, sympathy and aid to the miserable and unhappy, help, courage and strength to the weak and disheartened comprise the creed—and all dedicated to the sacred memory of One who said: "Inasmuch as ye have done it unto one of the least of these, my little ones, ye have done it unto me."



"SHA-A-A-A-ME!"

THE PRESIDENT'S MESSAGE

In his message to congress President Roosevelt speaks plainly of railway rate legislation. He clearly and distinctly draws the line of battle, at least for the present day contest.

In the simplest sort of language, he points out the enormity of the evils sought to be corrected; he asks that some "administrative body" be given the power to decide, when complaint has been made, whether the given rate prescribed by the railroad is reasonable and just; if the rate is found to be unreasonable and unjust, then the "administrative body" is to have power to fix the maximum rate.

The president makes it clear that he prefers that the interstate commerce commission shall be the "administrative body" referred to, and he emphasizes the importance of entrusting this power to an administrative rather than to a judicial body, saying: "Events have shown that it is not possible adequately to secure the enforcement of any law of this kind by incessant appeal to the courts." He makes it plain, also, that when the "administrative body" has fixed a maximum rate, that rate shall go into effect practically at once. Such rate, in the president's own words, "after the lapse of a reasonable time, goes into full effect, subject to review by the courts."

The president explains that he recommends a restoration rather than an innovation. He says: "From the earliest time, such regulation of industrial activities has been recognized in the action of lawmaking bodies; and all that I propose is to meet the changed conditions in such manner as will prevent the commonwealth abdicating a power it has always possessed, not only in this country but also in England before and since this country became a separate nation." He recommends, also, that all private car lines,

refrigerator charges and the like, should be expressly put under the supervision of the "administrative body" so far as rates, and agreements practically affecting rates, are concerned.

Pointing out some of the evils flowing from the practice of rebates, he asks that the government be given the power to put a stop to these special favors. As one way of abolishing rebates, he suggests that whenever it develops that a special rate has been given a favored shipper, the "administrative body" shall have the power to fix this already established minimum rate as the maximum rate. The president expresses the opinion that "it would need only one or two such decisions by the commission to cure railroad companies of the practice of giving improper minimum rates."

The president gives the opponents of railroad legislation something to think about when in concluding his paragraph with reference to that subject he says: "It is because, in my judgment, public ownership of railroads is highly undesirable and would probably in this country entail far reaching disaster, that I wish to see such supervision and regulation of them in the interest of the public as will make it evident that there is no need of public ownership."

With respect to one paragraph, referring to the railroad question, there will not be that general approval which, unquestionably, will be extended to the president's treatment of the railroad subject as a whole. The president says: "The power vested in the government to put a stop to agreements to the detriment of the public should, in my judgment, be accompanied by power to permit, under specified conditions and careful supervision, agreements clearly in the interest of the public." But why depend upon these railroad managers to make "agreements clearly in the interest of the public?" Why not require each and every railroad to comply with conditions "clearly in the interest of the public," not through an agreement between their respective